

# FEDERAL AVIATION ADMINISTRATION

## FLIGHT STANDARDS SERVICE

### RNAV (GPS) STANDARD INSTRUMENT APPROACH PROCEDURE

#### TITLE 14 CFR PART 97.33

Bearings, headings, courses, tracks and radials are magnetic. Elevations and altitudes are in feet, MSL, except HAT, HAA, TCH, and RA. Altitudes are minimum altitudes unless otherwise indicated.  
 Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or feet RVR.

<u>AIRPORT ID</u>	<u>PROCEDURE NAME</u>	<u>ORIGINAL/AMENDMENT</u>	<u>CITY</u>	<u>STATE</u>	
LEX	RNAV (GPS) RWY 4	2	LEXINGTON	KY	
<u>AIRPORT ELEVATION</u>	<u>TDZE</u>	<u>SUPERSEDED</u>	<u>DATED</u>	<u>MAG VAR</u>	<u>EPOCH YEAR</u>
979	969	RNAV (GPS) RWY 4	01/30/2020	4W	1995
<u>FACILITY</u>	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u>	<u>CANCEL/SUSPEND</u>	
RNAV			ROUTINE		

#### TAA

<u>FROM</u>	<u>FIX TYPE</u>	<u>TO</u>	<u>FIX TYPE</u>	<u>ALTITUDE</u>
1. 316/30 CW 135/30	NOPT	RYYYE	IF/IAF	3200
2. 135/30 CW 225/30		UUKAY	IAF	3200
3. 225/30 CW 316/30		FRNZI	IAF	3200

#### TERMINAL ROUTES

<u>FROM</u>	<u>FIX TYPE</u>	<u>TO</u>	<u>FIX TYPE</u>	<u>LEG TYPE</u>	<u>FO/FB</u>	<u>RNP</u>	<u>COURSE</u>	<u>DISTANCE</u>	<u>ALTITUDE</u>
FRNZI	IAF	RYYYE	NOPT	TF	FB	1.00	315.54	7.00	3200
UUKAY	IAF	RYYYE	NOPT	TF	FB	1.00	135.41	7.00	3200
RYYYE	IF/IAF	BLAYD		TF	FB	1.00	045.47	5.24	2500
BLAYD	FAF	JELID/1.51 NM TO RW04		TF	FB	0.30	045.52	3.20	
JELID/1.51 NM TO RW04		RW04	MAP	TF	FO	0.30	045.52	1.51	
RW04	MAP	1169 MSL		CA			045.52		
1169 MSL		KAYFC		DF	FO	1.00			3200

#### MISSED APPROACH

##### MAP:

LPV: DA  
 LNAV/VNAV: DA  
 LNAV: RW04

##### MISSED APPROACH INSTRUCTIONS:

CLIMB TO 3200 DIRECT KAYFC AND HOLD, CONTINUE CLIMB-IN-HOLD TO 3200.

##### ALTERNATE MISSED APPROACH INSTRUCTIONS:

QUALITY  
35  
CHECKED

PROFILE:

1.	PT	SIDE OF COURSE	OUTBOUND	FT WITHIN	MILES OF	(IAF)									
2.	HOLD SW RYYYY, RT, 045.47 INBOUND, 3200 FT. IN LIEU OF PT (IAF), MAX 6000.														
3.	FAC:	045.52	FAF:	BLAYD	DIST FAF TO MAP:	4.71	DIST FAF TO THLD:	4.71							
4.	MIN ALT:	RYYYY 3200, BLAYD 2500, JELID/1.51 NM TO RW04 1480													
5.	DIST TO THLD FROM OM:		MM:		IM:		150 HAT:		200 HAT:	0.53	GS ANT:				
6.	MIN GP INCPT:	2500	GP ALT AT PFAF:	BLAYD 2500					OM:		MM:			IM:	
7.	GP ANGLE:	3.00	34:1:	IS CLEAR	20:1:	IS CLEAR	TCH:	59.7							
8.	MSA FROM:														

PBN REQUIREMENTS NOTE:

RNP APCH - GPS.

NOTES:

CHART NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -16°C OR ABOVE 54°C.  
CHART NOTE: FOR INOPERATIVE ALS, INCREASE LNAV/VNAV ALL CATS VISIBILITY TO RVR 5500, AND LNAV CATS C AND D VISIBILITY TO RVR 5500.  
CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE FRANKFORT ALTIMETER SETTING; INCREASE LPV DA TO 1231 FEET AND ALL VISIBILITIES TO RVR 2000; INCREASE LNAV/VNAV DA TO 1420 FEET AND ALL VISIBILITIES TO RVR 4000; INCREASE ALL MDAS 80 FEET AND LNAV VISIBILITY CAT C/D TO RVR 4500 AND CIRCLING VISIBILITY CAT C/D 1/4 SM.  
CHART NOTE: BARO-VNAV NA WHEN USING FRANKFORT ALTIMETER SETTING.

ADDITIONAL FLIGHT DATA:

HOLD NE, RT, 225.66 INBOUND.  
FAS OBST: 1078 POLE (21-001682) 380058N/0843718W.  
WAAS CHANNEL # 70401  
REFERENCE PATH ID: W04A  
CHART CIRCLING ICON.  
LTP HAE: 253.2 M

MINIMUMS:

TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT

ALTERNATE: NA ☐ STANDARD - NA WHEN LOCAL WEATHER NOT AVAILABLE.

CATEGORY:	A			B			C			D			E		
FINAL TYPE	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA
LPV DA	1169	1800	200	1169	1800	200	1169	1800	200	1169	1800	200			
LNAV/VNAV DA	1340	3500	371	1340	3500	371	1340	3500	371	1340	3500	371			
LNAV MDA	1340	2400	371	1340	2400	371	1340	3500	371	1340	3500	371			
CIRCLING	1420	1	441	1440	1	461	1520	1 1/2	541	1600	2	621			



CHANGES - REASONS

1. CHANGED INTERMEDIATE FIX FROM SAAPP TO RYYYY – PER ATC REQUEST
2. CHANGED COURSE FRNZI IAF TO IF FROM 315.51 TO 315.54 – IAF ALIGNMENT WITH NEW FAF
3. INCREASED DISTANCE FRNZI TO IF FROM 5.00 NM TO 7.00 NM – FIX RELOCATION PER ATC REQUEST
4. CHANGED COURSE UUKAY TO IF FROM 135.43 TO 135.41 – IAF ALIGNMENT WITH NEW FAF
5. INCREASED DISTANCE UUKAY TO IF FROM 5.00 NM TO 7.00 NM – FIX RELOCATION PER ATC REQUEST
6. CHANGED FINAL APPROACH FIX FROM TUBBE TO BLAYD – PER ATC REQUEST
7. CHANGE INTERMEDIATE LEG COURSE FROM 45.46 TO 45.47 – IF ALIGNMENT WITH NEW FAF
8. DECREASED INTERMEDIATE LEG DISTANCE FROM 7.82 NM TO 5.24 NM – FIX RELOCATION PER ATC REQUEST
9. CHANGED FINAL APPROACH COURSE FROM 45.53 TO 45.52 – FIX RELOCATION
10. ADDED NEW STEPDOWN LEG JELID TO RW04 – REQUIRED TO MAINTAIN PREVIOUS LNAV MINIMUMS
11. DECREASED CA LEG ALTITUDE FROM 1274 MSL TO 1169 MSL – NEW LPV MINIMUMS
12. CHANGED MISSED APPROACH HOLDING FIX FROM UPRAW TO KAYFC – PER ATC REQUEST
13. PROFILE LINE 2 HOLDING CHANGED FROM SW SAAPP, RT, 045.46 TO SW RYYYY, RT, 045.57 – NEW HILPT FIX
14. PROFILE LINE 3 FAC CHANGED FROM 045.43 TO 045.52 – FIX RELOCATION
15. PROFILE LINE 3 INCREASED DIST FAF TO MAP AND FAF TO THLD FROM 3.73 TO 4.71 – FAF RELOCATED FOR 2500 GLIDEPATH INTERCEPT PER ATC REQUEST
16. PROFILE LINE 5 CHANGED 305 HAT TO 200 HAT AND DECREASED DISTANCE FROM 0.85 TO 0.53 – NEW LPV MINIMUMS
17. PROFILE LINE 6 MIN GP INCPT INCREASED FROM 2200 TO 2500 – PER ATC REQUEST
18. PROFILE LINE 7 34:1 CHANGED FROM 'NOT CLEAR' TO 'CLEAR' – 34:1 PENETRATION IS APPROACH LIGHT EXCLUDED IAW 8260.3E 3-3-2(C)5
19. PROFILE LINE 7 TCH DECREASED FROM 59.8 TO 59.7 – MATCH ILS RWY 4 TCH
20. UPDATED PBN REQUIREMENTS NOTE FROM RNP APCH TO RNP APCH - GPS – 8260.19I 8-6-8
21. CHANGED CHART NOTE FROM “FOR INOPERATIVE ALS, INCREASE LPV ALL CATS VISIBILITY TO RVR 4500, LNAV/VNAV ALL CATS VISIBILITY TO RVR 6000, AND LNAV ALL CATS VISIBILITY TO RVR 5500” TO “FOR INOPERATIVE ALS, INCREASE LNAV/VNAV ALL CATS VISIBILITY TO RVR 6000, AND LNAV CATS C AND D VISIBILITY TO RVR 5500” – 8260.3E TABLE 3-3-1
22. CHANGED BACKUP ALTIMETER NOTE FROM “INCREASE LPV DA TO 1336 FEET, LNAV/VNAV DA TO 1424 FEET, AND ALL MDA 80 FEET, INCREASE LNAV CAT C VISIBILITY TO RVR 4500, AND CIRCLING CAT C/D VISIBILITY 1/4 SM” TO “INCREASE LPV DA TO 1231 FEET AND ALL VISIBILITIES TO RVR 2000; INCREASE LNAV/VNAV DA TO 1420 FEET AND ALL VISIBILITIES TO RVR 4000; INCREASE ALL MDAS 80 FEET AND LNAV VISIBILITY CAT C/D TO RVR 4500 AND CIRCLING VISIBILITY CAT C/D 1/4 SM” – NEW FINAL APPROACH CONTROLLING OBSTACLES
23. REMOVED CHART NOTE FOR INOP ALS WHEN USING FRANKFORT ALTIMETER – NO LONGER REQUIRED
24. UPDATED CHART NOTE “BARO-VNAV AND VDP NA WHEN USING FRANKFORT ALTIMETER SETTING” TO “BARO-VNAV NA WHEN USING FRANKFORT ALTIMETER SETTING” – VDP NOT PUBLISHABLE
25. REMOVED CHART NOTE “NO PT FOR ARRIVAL AT SAAPP ON V171-178 EASTBOUND” – SAAPP REPLACED WITH RYYYY NOT ON AIRWAY
26. REMOVED “CHART VDP AT 1.06 NM TO RW04\*” NOTE – VDP NOT PUBLISHABLE
27. REMOVED “\* LNAV ONLY” NOTE – 8260.19I 1-1-5.F
28. LPV DA/HAT DECREASED FROM 1274/305 TO 1169/200 – PREVIOUS CONTROLLING OBSTACLE (FINAL OCS PENETRATION) CONSIDERED ACCEPTABLE IAW 8260.3E 10-6-1
29. LPV VISIBILITY DECREASED FROM RVR 4000 TO RVR 1800 – 8260.3E TABLE 3-3-1
30. LNAV/VNAV DA/HAT DECREASED FROM 1362/393 TO 1340/371 – NEW SLOPED SURFACE EVALUATION RESULTS
31. LNAV/VNAV VISIBILITY DECREASED FROM RVR 5000 TO RVR 4000 – 8260.3E TABLE 3-3-1
32. LNAV MDA VISIBILITY CATS A AND B DECREASED FROM RVR 4000 TO RVR 2400, CAT C DECREASED FROM RVR 4000 TO RVR 3500 AND CAT D DECREASED FROM RVR 5000 TO RVR 3500 – 8260.3E TABLE 3-3-1
33. CIRCLING VISIBILITY CATS A AND B DECREASED FROM 1 1/2 TO 1 – 8260-3E TABLE 3-3-7
34. FAS DATA CHANGES: CRC REMAINDER CHANGED FROM 06F53F8C TO 36CB9324 - FPAP COORDINATES CHANGED FROM 380246.4240N 0843539.5660W TO 380246.4200N 0843539.5605W, TCH CHANGED FROM 59.8 TO 59.7, VAL CHANGED FROM 50.0 TO 35.0

COORDINATED WITH:

A4A

☒

ALPA

☒

AOPA

☒

APA

☒

HAI

☐

NBAA

☒

OTHER:

ZID, LEX APP CON, LEX ATCT, AMGR

<div>Digitally signed by</div> <div><div>FLIGHT CHECKED BY</div><div>JOHN BORDY</div></div>		<div>OFFICE</div> <div>FPO</div>		<div>DATE</div> <div>11/14/2023</div>
<div>ROBERT E WILLAMS</div> <div>Nov 16, 2023</div>				
<div>Digitally signed by</div> <div><div>DEVELOPED BY</div><div>JOHN BORDY</div></div>		<div>OFFICE</div> <div>AJV-A432</div>		<div>DATE</div> <div>10/02/2023</div>
<div>CASIMIR L. TABAKA (JON NEIDIGH)</div> <div>Nov 16, 2023</div>				
<div>Digitally signed by</div> <div><div>APPROVED BY</div><div>JOHN BORDY</div></div>		<div>OFFICE</div> <div>AJV-A33</div>		<div>DATE</div> <div>11/16/2023</div>
<div>JOHN BORDY</div> <div>Nov 16, 2023</div>				<div>TITLE</div> <div>MANAGER</div>



FAS DATA BLOCK INFORMATION

DATA FIELD	DATA
OPERATION TYPE	0
SBAS SERVICE PROVIDER IDENTIFIER	0
AIRPORT IDENTIFIER	KLEX
RUNWAY	RW04
APPROACH PERFORMANCE DESIGNATOR	0
ROUTE INDICATOR	
REFERENCE PATH DATA SELECTOR	0
REFERENCE PATH IDENTIFIER (APPROACH ID)	W04A
LTP/FTP LATITUDE	380139.6850N
LTP/FTP LONGITUDE	0843654.3915W
LTP/FTP ELLIPSOIDAL HEIGHT	+02532
FPAP LATITUDE	380246.4200N
FPAP LONGITUDE	0843539.5605W
THRESHOLD CROSSING HEIGHT (TCH)	00059.7
TCH UNITS SELECTOR (METERS OR FEET USED)	F
GLIDEPATH ANGLE (GPA)	03.00
COURSE WIDTH AT THRESHOLD	106.75
LENGTH OFFSET	0616
HORIZONTAL ALERT LIMIT (HAL)	40.0
VERTICAL ALERT LIMIT (VAL)	35.0
CRC REMAINDER	36CB9324

ADDITIONAL PATH POINT RECORD INFORMATION

ICAO CODE	K5
LTP ORTHOMETRIC HEIGHT	+02865
FPAP ORTHOMETRIC HEIGHT	+02865



**FEDERAL AVIATION ADMINISTRATION  
FLIGHT STANDARDS SERVICE  
STANDARD INSTRUMENT APPROACH PROCEDURE DATA RECORD**

<u>AIRPORT ID</u>	<u>PROCEDURE NAME</u>	<u>AMDT NO.</u>	<u>CITY</u>	<u>STATE</u>	<u>AIRPORT ELEVATION</u>	<u>FACILITY</u>
LEX	RNAV (GPS) RWY 4	2	LEXINGTON	KY	979	RNAV

**PART A: OBSTRUCTION DATA SEGMENTS**

**STRAIGHT-IN AREA**

**FROM**  
316/30 CW 135/30

**TO**  
RYYYYE

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>				<u>HMAS</u>		
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
TOWER (21-000907)	374718.00N/0844049.00W	2043	500	50	5D	1000				AT157	3200
TERRAIN	373112.00N/0845212.00W	1476 (1500)								AS1500	3000

**COMPUTATIONS**

ALT   KIAS   KTAS   HAA   VKTW   TR   BA   DTA   COURSE CHANGE   DVEB   VEB OCS   RF CENTER FIX/DISTANCE

**SEGMENT REMARKS:**

**LEFT BASE AREA**

**FROM**  
135/30 CW 225/30

**TO**  
UUKAY

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>				<u>HMAS</u>		
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
TOWER (21-000335)	381058.10N/0850628.35W	1649	250	50	4D	1000				AT551	3200
TERRAIN	381039.00N/0850642.00W	1187 (1200)								AS1500	2700

**COMPUTATIONS**

ALT   KIAS   KTAS   HAA   VKTW   TR   BA   DTA   COURSE CHANGE   DVEB   VEB OCS   RF CENTER FIX/DISTANCE

**SEGMENT REMARKS:**



RIGHT BASE AREA

FROM

225/30 CW 316/30

TO

FRNZI

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
TOWER (21-002125)	375250.86N/0841915.94W	2049	500	50	5D	1000				AT151	3200
TERRAIN	373118.00N/0841027.00W	1614 (1600)								AS1500	3100

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INITIAL

FROM

FRNZI

TO

RYYYE

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>			<u>HMAS</u>	
1.00	7.00										
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
TOWER (21-020241)	374848.82N/0843928.02W	1313	500	50	5D	1000				AT887	3200
TERRAIN	375024.00N/0844033.00W	984 (1000)								AS1500	2500

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



INITIAL

FROM

UUKAY

TO

RYYYY

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>	<u>HMAS</u>				
1.00	7.00										
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
TOWER (21-002156)	375910.48N/0845249.12W	1164	500	50	5D	1000				AT1036	3200
TERRAIN	375727.00N/0844942.00W	925 (900)								AS1500	2400

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INTERMEDIATE

FROM

RYYYY

TO

BLAYD

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>	<u>HMAS</u>				
1.00	5.24										
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
AAO	375406.00N/0844333.00W	1165	250	10	4B	500					1700
TERRAIN	375406.00N/0844333.00W	964 (1000)								AS1500	2500

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



FINAL: LPV

FROM

BLAYD

TO

RW04

<div><div>RNP</div><div>0.30</div></div>	<div><div>DISTANCE</div><div>4.71</div></div>	<div><div>PAT</div></div>	<div><div>MAP</div><div>DA</div></div>	<div><div>HAT</div><div>200</div></div>	<div><div>HMAS</div></div>						
<div><div>OBSTRUCTION</div></div>	<div><div>COORDINATES</div></div>	<div><div>ELEV MSL</div></div>	<div><div>HORZ</div></div>	<div><div>VERT</div></div>	<div><div>AC</div></div>	<div><div>ROC</div></div>	<div><div>OCS</div></div>	<div><div>CG</div></div>	<div><div>CGTA</div></div>	<div><div>ADJUSTMENTS</div></div>	<div><div>MIN ALT</div></div>
							ASC				1169

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

947 POLE (21-052138) IS A PENETRATION BUT MEETS THE "ACCEPTABLE OBSTACLE" DEFINITION OF 8260.3E 10-6-1

FINAL: LNAV/VNAV

FROM

BLAYD

TO

RW04

<div><div><u>RNP</u></div><div>0.30</div></div>	<div><div><u>DISTANCE</u></div><div>4.71</div></div>	<div><div><u>PAT</u></div></div>	<div><div><u>MAP</u></div><div>DA</div></div>	<div><div><u>HAT</u></div><div>371</div></div>	<div><div><u>HMAS</u></div></div>						
<div><div><u>OBSTRUCTION</u></div></div>	<div><div><u>COORDINATES</u></div></div>	<div><div><u>ELEV MSL</u></div></div>	<div><div><u>HORZ</u></div></div>	<div><div><u>VERT</u></div></div>	<div><div><u>AC</u></div></div>	<div><div><u>ROC</u></div></div>	<div><div><u>OCS</u></div></div>	<div><div><u>CG</u></div></div>	<div><div><u>CGTA</u></div></div>	<div><div><u>ADJUSTMENTS</u></div></div>	<div><div><u>MIN ALT</u></div></div>
TREE	380024.00N/0843718.00W	1072	250	8	4B		23.34:1			AC8	1340

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

DA BASED ON EVALUATION OF SLOPING OCS IS 1389; HOWEVER, THE 1340 LNAV MDA WAS USED IAW 8260.58C 3-3-5.



FINAL: LNAV

FROM

BLAYD

TO

JELID/1.51 NM TO RW04

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
0.30	3.20										
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
AAO	375858.42N/0843931.75W	1140	50	20	2C	250				RA80	1480

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LNAV STEPDOWN

FROM

JELID/1.51 NM TO RW04

TO

RW04

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
0.30	1.51		RW04		371						
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
POLE (21-001682)	380058.13N/0843717.76W	1078	20	3	1A	250					1340

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



HOLD-IN-LIEU OF PT

FROM

RYYYY

TO

P-5

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u> P-5	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
TOWER (21-001800)	375035.53N/0844042.24W	1278	20	3	1A	1000				AT922	3200
TERRAIN	374642.00N/0844524.00W	1000 (1000)								AS1500	2500

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSED APPROACH: LPV

FROM

DA

TO

KAYFC

<u>RNP</u> 0.30-1.00	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u> 986			
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
							ASC				3200
TOWER (21-000127)	380724.00N/0842637.00W	1617	250	50	4D	1000				SA-137	2500
TERRAIN	380221.00N/0843430.00W	997 (1000)								AS1500	2500

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



MISSED APPROACH: LNAV/VNAV

FROM

DA

TO

KAYFC

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
0.30-1.00										1179	
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
							ASC				3200
TOWER (21-000127)	380724.00N/0842637.00W	1617	250	50	4D	1000				SA-137	2500
TERRAIN	380221.00N/0843430.00W	997 (1000)								AS1500	2500

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSED APPROACH: LNAV

FROM

RW04

TO

KAYFC

<u>RNP</u> 0.30-1.00	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u> 1240			
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
							ASC				3200
TOWER (21-000127)	380724.00N/0842637.00W	1617	250	50	4D	1000				SA-137	2500
TERRAIN	380221.00N/0843430.00W	997 (1000)								AS1500	2500

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



CIRCLING

☐ ALL CATS

☒ CAT A

☒ CAT B

☒ CAT C

☒ CAT D

☐ CAT E

☐ NOT AUTHORIZED

OBSTRUCTION	COORDINATES	RADIUS	HAA	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
CATEGORY A											
WATER_TOWER (21-034121)	380310.07N/0843626.80W	1.30	441	1112	20	10	1B	300			1420
CATEGORY B											
WATER_TOWER (21-034121)	380310.07N/0843626.80W	1.84	461	1112	20	10	1B	300		HAA	1440
CATEGORY C											
ANTENNA (21-052343)	380243.12N/0843930.05W	2.89	541	1215	20	3	1A	300			1520
CATEGORY D											
TOWER (21-000894)	380339.00N/0843128.00W	3.78	621	1249	500	50	5D	300		AC50	1600

CIRCLING REMARKS:

MSA/ESA

CENTERRADIUS

REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:

100 FT VEGETATION HEIGHT PER FPT



PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH

LEX APP CON, LEX TOWER, ZID ARTCC

<u>WX SERVICE</u>	<u>LOCATION</u>	<u>HRS OPERATION</u>	<u>ALTIMETER SOURCE</u>	<u>DISTANCE</u>	<u>SERVICE-A</u>	<u>ADJUSTMENTS</u>
ASOS	LEX	24	LEX	0	Y	0
<u>BACK-UP WX SERVICE</u>	<u>LOCATION</u>	<u>HRS OPERATION</u>	<u>ALTIMETER SOURCE</u>	<u>DISTANCE</u>	<u>SERVICE-A</u>	<u>ADJUSTMENTS</u>
ASOS	FFT	24	FFT	16.56	Y	62

WX REMARKS:

RASS PRESSURE PATTERNS THE SAME  
KLEX 979, KFFT 812  
RA = 61.6

<u>PRIMARY NAVAID</u>	<u>MONITOR POINT</u>	<u>HRS OPERATION</u>	<u>CAT</u>
<u>APPROACH AND RUNWAY LIGHTING SYSTEM</u>		<u>RUNWAY MARKINGS</u>	<u>RUNWAY VISUAL RANGE</u>
RW09 - MIRL, REIL, PAPI-4L		NPI-G	
RW27 - MIRL, REIL, PAPI-4L		NPI-G	
RW04 - MALSR, TDZ, C/LINE, HIRL, PAPI-4L		PIR-G	APPROACH
RW22 - C/LINE (PCL), HIRL, REIL, PAPI-4L		PIR-G	

<u>GLIDESLOPE ANGLE</u>	<u>ELEV RWY THRESHOLD</u>	<u>TCH</u>	<u>ELEV GS ANTENNA</u>	<u>DISTANCE FROM RWY</u>	<u>VGSI ANGLE</u>	<u>TCH</u>
3.00	940.0	59.7			3.00	60.0

FINAL APPROACH COURSE AIMING

RUNWAY THRESHOLD	<input checked="" type="checkbox"/>	FT FROM THRESHOLD	DISPLACED THRESHOLD DISTANCE
ON CENTERLINE	<input checked="" type="checkbox"/>	FT FROM CENTERLINE	

CRITICAL TEMPERATURES

<u>CRITICAL LOW</u>	<u>CRITICAL HIGH</u>	<u>ACT</u>	<u>APT ISA</u>
-16C	+54C	-16C	+13.06C

CRITICAL TEMPERATURE REMARKS:

AVERAGE COLD TEMPERATURE DERIVED FROM 5-YEAR HISTORY (2018-2022).  
CRITICAL LOW TEMPERATURE BASED ON ACT.  
DESCENT RATE (FPM): STANDARD TEMP 968 HIGH TEMP 1277.



"VISUAL PORTION OF FINAL" PENETRATIONS

FINAL TYPE	LPV, LNAV/VNAV, LNAV
34:1	
947 POLE (21-052138) 380136.73N/0843657.71W (1.13)	
FINAL TYPE	RWY 27: CIRCLING
20:1	
1014 TOWER (21-021530) 380225.37N/0843607.39W (16.2)	
PENETRATIONS REMARKS:	
RWY 27 CIRCLING 20:1 OBSTACLE IS LIT. NO NIGHT RESTRICTION REQUIRED. RWY 4 34:1 PENETRATION IS APPROACH LIGHT, DISREGARD IAW 8260.3E PARA 10-6-1.	

HELICOPTER 'VISUAL PORTION OF FINAL' PENETRATIONS

and/or

5280-FT "PROCEED VFR" SEGMENT LEVEL SURFACE AREA PENETRATIONS

PENETRATIONS REMARKS:

PART C: GENERAL REMARKS:

PRECIPITOUS TERRAIN EVALUATION COMPLETED.  
VDP NOT ESTABLISHED - VDP LOCATED WITHIN 0.5 NM FROM FINAL FIX.  
ORDER 8260.3, CHAPTER 2, NEW CIRCLING CRITERIA APPLIED.



PART D: AIRSPACE

DOCKET #

ALL DISTANCES TO 1/100NM; ELEVATION TO NEAREST 100 FEET; COORDINATES TO 1/100 SECOND; DEG TO 1/100 DEGREE

DISTANCE FROM	THLD	TO 1000FT POINT	3.14
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	1.20
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	41.52
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	1000
DISTANCE FROM	THLD	TO 1500FT POINT	4.71
WIDTH OF	FINAL	SEGMENT AT 1500FT POINT	2.13
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1500FT POINT	41.52
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1500FT POINT	1000

THRESHOLD COORDINATES (IF STR-IN)	380139.69N/0843654.39W
ARP COORDINATES	380212.30N/0843631.10W
RUNWAY APCH END AND DIST FURTHEST FROM ARP	RUNWAY 4 DISTANCE 0.62 NM
FAF COORDINATES	375807.88N/0844051.53W
FIX NAME COORDINATES	IF/IAF RYYYY 375412.13N/0844514.85W, IAF UUKAY 375850.42N/0845152.86W, IAF FRNZI 374933.47N/0843837.67W

REMARKS

30 NM RADIUS APPLIED AT TAA FIXES RYYYY, UUKAY, FRNZI

PART E: PREPARED BY

NAME	OFFICE	DATE	TITLE
CASIMIR L. TABAKA (JON NEIDIGH)	AJV-A432	10/02/2023	AERONAUTICAL INFORMATION SPECIALIST

